

IN THE CLAIMS

Please amend the claims as follows:

Claims 1-21 (Canceled)

Claim 22 (New): A control system for a hybrid vehicle, in which a second prime mover is connected to an output member to which a power is transmitted from a first prime mover through a transmission in which a torque capacity is varied in accordance with an oil pressure, and which has a first hydraulic pump driven by the first prime mover for establishing an oil pressure to be fed to the transmission, and a second hydraulic pump arranged in parallel with the first hydraulic pump and driven by an electric motor, comprising:

a torque limiting means for limiting an output torque of the second prime mover temporarily, at a starting time of the first prime mover.

Claim 23 (New) The control system for a hybrid vehicle according to Claim 22, further comprising:

a hydraulic pump driving means for driving the second hydraulic pump when the first prime mover is halted.

Claim 24 (New): The control system for a hybrid vehicle according to Claim 23, wherein the first prime mover includes an internal combustion engine which is started by carrying out a motoring by an external force, and further comprising a hydraulic pump halting means for halting the second hydraulic pump after a complete combustion in the internal combustion engine is determined.

Claim 25 (New) The control system for a hybrid vehicle according to Claim 24,
wherein the first prime mover further comprises another motor for carrying out the
motoring of the internal combustion engine, and
wherein the hydraulic pump halting means includes a means for halting the second
hydraulic pump, after a complete combustion in the internal combustion engine is determined
on the basis of changes in a speed and a current value of said another motor.

Claim 26 (New): The control system for a hybrid vehicle according to Claim 22,
further comprising:

a halt control means for halting the first prime mover subsequent to driving of the
second hydraulic pump, in case of halting the first prime mover when the transmission is set
to the predetermined torque capacity by the oil pressure fed from the first hydraulic pump.

Claim 27 (New) The control system for a hybrid vehicle according to Claim 26,
further comprising:

a means for carrying out a control for running a vehicle by the second prime mover,
after a control for halting the first prime mover is carried out.

Claim 28 (New) The control system for a hybrid vehicle according to Claim 26,
further comprising:

a means for determining a drive of the second hydraulic pump on the basis of a speed
and a current value of the electric motor.

Claim 29 (New) The control system for a hybrid vehicle according to Claim 22, further comprising:

a speed determining means for determining that the speed of the first prime mover is lowered to a preset reference level when the vehicle is run by the second prime mover instead of the first prime mover, and

a starting means for starting the second hydraulic pump in case the speed determining means determines that the speed of the first prime mover has been lowered to the preset reference level.

Claim 30 (New) The control system for a hybrid vehicle according to Claim 22, further comprising:

a hydraulic pump drive determining means for determining a change in a driving state of the first hydraulic pump resulting from shifting of the first prime mover from a halting state to the driving state, on the basis of an operating state of the second hydraulic pump.

Claim 31 (New): The control system for a hybrid vehicle according to Claim 30, wherein:

the hydraulic pump drive determining means includes a means for determining a change in the driving state of the first hydraulic pump on the basis of a drop in a back electromotive force or rise in a current value of the motor.

Claim 32 (New) The control system for a hybrid vehicle according to Claim 22, further comprising:

a line pressure control means for switching a line pressure or an initial pressure of the oil pressure to be fed to the transmission, from a predetermined low pressure to a higher

pressure than that at a startup time of the first prime mover while the second hydraulic pump is generating the oil pressure, and for bringing the line pressure from the high pressure back to the low pressure after a completion of the startup of the first prime mover.

Claim 33 (New) The control system for a hybrid vehicle according to Claim 22, further comprising:

a means for lifting a limitation of an output torque of the second prime mover on the basis of the first prime mover being started and an oil pressure established by the first hydraulic pump having been raised sufficiently.

Claim 34 (New) The control system for a hybrid vehicle according to Claim 22, further comprising:

a load accumulating means for accumulating a load depending on a line pressure of the transmission fed by the second hydraulic pump and the oil temperature for every of preset times, and for subtracting a preset value from a cumulative value of the load in case the second hydraulic pump is halted; and

a drive control means for inhibiting a halt of the first prime mover in case the cumulative value of the load exceeds a preset value, and for allowing the halt of the first prime mover in case the cumulative value of the load becomes smaller than an another preset value.

Claim 35 (New) A control system for a hybrid vehicle, in which a second prime mover is connected to an output member to which a power is transmitted from a first prime mover through a transmission in which a torque capacity is varied in accordance with an oil pressure, and which has a first hydraulic pump driven by the first prime mover for

establishing an oil pressure to be fed to the transmission, and a second hydraulic pump arranged in parallel with the first hydraulic pump and driven by an electric motor, comprising:

 a load accumulating means for accumulating a load depending on a line pressure of the transmission fed by the second hydraulic pump and the oil temperature for every of preset times, and for subtracting a preset value from a cumulative value of the load in case the second hydraulic pump is halted; and

 a drive control means for inhibiting a halt of the first prime mover in case the cumulative value of the load exceeds a preset value, and for allowing the halt of the first prime mover in case the cumulative value of the load becomes smaller than an another preset value.

Claim 36 (New) The control system for a hybrid vehicle according to Claim 22, wherein the first prime mover comprises:

 an internal combustion engine,
 a motor generator, and
 a gear mechanism for performing a differential action to distribute an output torque of the internal combustion engine to the motor generator and the output member.

Claim 37 (New) The control system for a hybrid vehicle according to Claim 36, wherein:

 the gear mechanism includes a planetary gear mechanism, comprising:
 an input element to which the torque of the internal combustion engine is inputted,
 a reaction element to which the motor generator is connected, and

an output element to which the output member is connected.

Claim 38 (New): The control system for a hybrid vehicle according to Claim 36,

wherein:

the gear mechanism includes a single pinion type planetary gear mechanism,
comprising:

a carrier to which the torque of the internal combustion engine is inputted,
a sun gear to which the motor generator is connected, and
a ring gear to which the output member is connected.

Claim 39 (New) The control system for a hybrid vehicle according to Claim 22,

wherein:

the transmission includes a mechanism capable of interchanging a gear ratio between
at least high and low.

Claim 40 (New) The control system for a hybrid vehicle according to Claim 39,

wherein:

the mechanism includes a Ravigneaux type planetary gear mechanism.

Claim 41 (New) The control system for a hybrid vehicle according to Claim 22,

wherein the transmission comprises:

a first sun gear which is fixed selectively;
a ring gear which is arranged concentrically with the first sun gear;
a first pinion gear, which meshes with the first sun gear;
a second pinion gear which meshes the first pinion gear and the ring gear;

a carrier which holds the first and second pinion gears and which is connected to the output member; and

a second sun gear which meshes with the second pinion gear, and to which the second prime mover is connected.

Claim 42 (New) The control system for a hybrid vehicle according to Claim 22, wherein:

said torque limiting means includes a means for limiting the output torque of the second prime mover temporally to a predetermined torque which is lower than a maximum output torque.

Claim 43 (New) A control system for a hybrid vehicle, in which a second prime mover is connected to an output member to which a power is transmitted from a first prime mover through a transmission in which a torque capacity is varied in accordance with an oil pressure, and which has a first hydraulic pump driven by the first prime mover for establishing an oil pressure to be fed to the transmission, and a second hydraulic pump arranged in parallel with the first hydraulic pump and driven by an electric motor, comprising:

a torque limiting device for limiting an output torque of the second prime mover temporarily, at a starting time of the first prime mover.

Claim 44 (New): The control system for a hybrid vehicle according to Claim 43, further comprising:

a hydraulic pump driving device for driving the second hydraulic pump when the first prime mover is halted.

Claim 45 (New): The control system for a hybrid vehicle according to Claim 44, wherein the first prime mover includes an internal combustion engine which is started by carrying out a motoring by an external force, and further comprising a hydraulic pump halting device for halting the second hydraulic pump after a complete combustion in the internal combustion engine is determined.

Claim 46 (New): The control system for a hybrid vehicle according to Claim 45, wherein the first prime mover further comprises another motor for carrying out the motoring of the internal combustion engine, and wherein the hydraulic pump halting device includes a device for halting the second hydraulic pump, after a complete combustion in the internal combustion engine is determined on the basis of changes in a speed and a current value of said another motor.

Claim 47 (New): The control system for a hybrid vehicle according to Claim 43, further comprising: a halt control device for halting the first prime mover subsequent to driving of the second hydraulic pump, in case of halting the first prime mover when the transmission is set to the predetermined torque capacity by the oil pressure fed from the first hydraulic pump.

Claim 48 (New): The control system for a hybrid vehicle according to Claim 47, further comprising: a device for carrying out a control for running a vehicle by the second prime mover, after a control for halting the first prime mover is carried out.

Claim 49 (New): A control method for a hybrid vehicle, in which a second prime mover is connected to an output member to which a power is transmitted from a first prime mover through a transmission in which a torque capacity is varied in accordance with an oil pressure, and which has a first hydraulic pump driven by the first prime mover for establishing an oil pressure to be fed to the transmission, and a second hydraulic pump arranged in parallel with the first hydraulic pump and driven by an electric motor, comprising:

a torque limiting of an output torque of the second prime mover temporarily, at a starting time of the first prime mover.

Claim 50 (New): The control method for a hybrid vehicle according to Claim 49, further comprising:

carrying out a control for running a vehicle by the second prime mover, after a control for halting the first prime mover is carried out.